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THE HONGKONG DISPENSARY.

ESTABLISHED 1841

Hongkong, 9th September, 1898.

The Daily Press.

HONGKONG, October 5th 1898.

MR. ARTHUR LITTLE, who is now at home, has been requested by the editor of the *Contemporary Review* to give some account of "our own reputed sphere of influence" in China, the Yangtze Valley, and his contribution, which will be found exceptionally interesting, appears in the September number. Mr. LITTLE, as the pioneer of steam navigation on the Upper Yangtze and by virtue of long acquaintance with the region, is well qualified to describe the physical characteristics and the commercial possibilities of our reputed "sphere." On these points we are content to sit at Mr. LITTLE's feet, concerning his political reflections we join issue with him. "Although the Yangtze Valley affords us a magnificent sphere of influence it is really to be regarded as ours," says Mr. LITTLE, "it must not be supposed that equally valuable regions are not to be found outside of it. Thus to the south of this region, which may be roughly described as lying between latitudes 28 deg. and 32 deg. North, we have, between latitudes 22 deg. and 28 deg. North, the five rich southern provinces of Fukien, Kwangtung, Kwangsi, Kweichow, and Yunnan, generally claimed as the French sphere, lying as they do to the north, and west (sic) of the French possessions in Cochin China and Annam." By whom is this region "generally claimed" as the French sphere? By a few hot-headed French journalists, perhaps, but not formally by the French Government, we believe. Indeed, so far as Yunnan is concerned Great Britain and France have mutually agreed that neither shall claim any exclusive privileges, while as regards the southern provinces in general similar assurances of non-alienation have been given by China to Great Britain as well as to France. As regards Kwangtung in particular, that province is the hinterland of Hongkong and cannot be allowed to fall into the sphere of any foreign power. Yet Mr. LITTLE's own reference to it as well as to the other southern provinces as being "generally claimed as the French sphere" reads almost like a tacit admission of the claim.

In his concluding paragraph Mr. LITTLE says it is obvious that our "sphere of influence" is a pure mirage as long as it is not acknowledged by our rival Powers. The obviousness of that is indisputable. Mr. LITTLE then goes on to refer to various treaties alleged to have been made by France and Russia to Lord Rossmore when he was Prime Minister with reference to the partition of China. "Lord Rossmore is reported to have scouted the idea in toto," whereupon the partition, in which he might have had a preponderant voice, "goes on quietly without him." Reference having been made to the recent proceedings of Germany, Russia, and France, Mr. LITTLE says, "The much-vaunted 'open door' has been ruled slammed in our face, and it is useless to worry more about it." How and when was the door slammed? Is there one single spot in China in which an article of British origin has been sold in which the same article cannot be as freely sold to-day? Is the

establishment of open ports to be considered a slamming of the open door? Do we consider the establishment of Hongkong as a slamming of the open door in anybody's face? On the contrary we are accustomed to speak of our own efforts as having opened the trade of China to the world at large. But if Hongkong is not a closed door can it be correct to speak of the free ports of Kweichow and Tientsin as closed doors? They may throw political influence into the hands of our rivals, in fact cannot fail to do so, but closed doors they certainly are not. To be strictly accurate we should perhaps differentiate between the two ports named, since the formal declaration of the freedom of Tientsin has not yet been published, but that is merely a matter of time; the arrangements are pending, just as are our own arrangements with reference to the Kowloon territory.

Mr. LITTLE confesses himself a convert to the "sphere of influence" policy, but he seems to think that spheres of influence and the open door are antithetical terms, whereas they are quite compatible if by "open door" we understand simply an open door for trade and by "sphere of influence" spheres of political influence. Mr. LITTLE, however, with the enthusiasm of a convert, is prepared to accept spheres of influence in the widest acceptance of the term and without qualification of any kind. A strong sentimental regard for, if not admiration of, Chinese civilization, coupled with a genuine liking for the people amidst whom he has spent his life, has, Mr. LITTLE says, ever led him to point out the value of the work of supporting the independence of China, and permitting as well as "aiding her to work out her reformation" in her own way, as the Japanese were allowed to do, and, as he feels convinced, China in time would have done. "But," he continues, "the Poles have decreed otherwise! What, then, should Britain now do? Clearly the course of a wise man, when he finds the front door irrevocably closed (for we surely cannot fight France, Russia, and Germany combined in order to force it open again, let alone the fact that these Powers have just as good a right to their opinion of the best way to mend 'cracked china' as we have to ours) is to try any other way round. Thus we have now 'nothing but the sphere of influence' to fall back upon; if this is a mirage at the moment, it need not remain so, provided our Government, with a united and determined mind to back it, will seriously 'bismarck' the problem and not forgetting 'Bismarck's' *do ut des*, not give it up until—by fair means if possible—our sphere in China is a firmly acknowledged fact, and not, as it is to-day, a subject for derision."

With the making of our sphere in China a firmly acknowledged fact we cordially agree, but would go a step further and advocate that as Great Britain in her sphere will keep the door open to the trade of the world, so ought she to insist that her neighbours shall do the same in whatever spheres they may acquire, so that through out the length and breadth of China trade

The *Esmeralda*, which arrived from Manila yesterday, had a very full passenger list. Admiral Montijo and family are amongst those who arrived by her.

The rainfall at Tientsin on Monday night was 4.75 inches and the water 5 inches above the overflow. The rainfall at Peking was 4.30 inches, water 2 feet above overflow.

The Marquis of Tweeddale, the Chairman of the Eastern Extension Australasian and China Telegraph Co. and of the "Eastern" and the other Associated Companies, has been made a Knight of the Order of St. Michael and St. George.

At the "agitation" yesterday Captain Martz, master of the German steamer *Hansa*, was fined \$50 for neglecting to report the arrival of his ship to the Harbour Master's office within 24 hours of his departure, and he was fined a further sum of \$30 for leaving the harbour without a clearance.

The Secretary of the Panion Mining Co., Limited, advises that he has received the following telegram from the mines giving the result of the September clean-up: "The mill ran 27 days crushing 2,400 tons yielding 170 ounces of sacked gold. The cyanide plant ran 30 days treating 420 tons of tailings estimated to produce 150 (sterling). Generally the prospects are encouraging."

Among the cases which came before Commissioner Hastings at the Magistrate's Court yesterday, the following were heard: *Therapie* charged with letting off crackers in Jubilee Street. He was fined \$15, or six weeks. His wife begged to be allowed to pay the fine, having brought some money for the purpose, but defendant refused to allow her to do so, and entered the court with the air of a martyr while his devoted spouse wept aloud.

At the Magistrate's Court yesterday a seaman named J. M. Axworthy was charged with behaving in a disorderly manner. P. C. Ritchie said that at a quarter past ten on Monday night he was on duty Queen's Road Central when he saw defendant fighting with several other persons the Sportsman's Arms. He tried to induce him to go away, but he refused to move, though he offered to leave when he was told to do so. Defendant was under the influence of drink. He did not give any trouble when arrested. Defendant, when asked by the Magistrate, how he came to be there, said he was going quietly when I started fighting with a man. The next thing I remember was going along the road with the officer. He was fined \$5.

The third match in the polo tournament will be played to-day at 4.30 p.m. between the Royal Artillery and the King's Own Subalterns. A KING'S OWN. 1. Woodgate 2. Molyneux 3. Molyneux 4. Molyneux 5. Molyneux 6. Molyneux 7. Molyneux 8. Molyneux 9. Molyneux 10. Molyneux 11. Molyneux 12. Molyneux 13. Molyneux 14. Molyneux 15. Molyneux 16. Molyneux 17. Molyneux 18. Molyneux 19. Molyneux 20. Molyneux 21. Molyneux 22. Molyneux 23. Molyneux 24. Molyneux 25. Molyneux 26. Molyneux 27. Molyneux 28. Molyneux 29. Molyneux 30. Molyneux 31. Molyneux 32. Molyneux 33. Molyneux 34. Molyneux 35. Molyneux 36. Molyneux 37. Molyneux 38. Molyneux 39. Molyneux 40. Molyneux 41. Molyneux 42. Molyneux 43. Molyneux 44. Molyneux 45. Molyneux 46. Molyneux 47. Molyneux 48. Molyneux 49. Molyneux 50. Molyneux 51. Molyneux 52. Molyneux 53. Molyneux 54. Molyneux 55. Molyneux 56. Molyneux 57. Molyneux 58. Molyneux 59. Molyneux 60. Molyneux 61. Molyneux 62. Molyneux 63. Molyneux 64. Molyneux 65. Molyneux 66. Molyneux 67. 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Cassell's Magazine for September has as its principal article "Some interesting experiences of lady journalists," by Lily Birken, in which she has recounted the more prominent lady journalists of the day, and has given an account of some particular experiences. Portraits are given of most of the ladies whose names appear in the list. Another very readable article is "The life of a lady journalist," by W. B. Robertson, who gives the result of his interviews with Mr. Doak, the Queen's Chamberlain, and other well known members of the press. There is a notice of a new book, "The life of a lady journalist," by W. B. Robertson, who gives the result of his interviews with Mr. Doak, the Queen's Chamberlain, and other well known members of the press. There is a notice of a new book, "The life of a lady journalist," by W. B. Robertson, who gives the result of his interviews with Mr. Doak, the Queen's Chamberlain, and other well known members of the press. There is a notice of a new book, "The life of a lady journalist," by W

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	NAGASAKI, MOJI, KOBE, and YOKOHAMA	WEDNESDAY, 5th October, at 4 P.M.
RIKUN MARU	SEATTLE, WASH., U.S.A., and KOBE (THURSDAY, 6th October, at 4 P.M.)	

TAMBA MARU	MARSHALLS, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	THURSDAY, 13th October, at 4 P.M.
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* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
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Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 28th Oct., 1898
EMPEROR OF INDIA—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 23rd Nov., 1898
EMPEROR OF JAPAN—Comdr. G. A. Lee, R.N.R.—WEDNESDAY, 21st Dec., 1898

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 13 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continental from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booklet through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan. Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pender Street.

NORTH GERMAN LLOYD HAMBURG AMERICA LINE.

(FRIGHT SERVICE.) (EAST ASIATIC SERVICE.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LONDON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG	HAYRE AND HAMBURG	About 12th October.
ALBIS	LONDON, HAMBURG, and ANTWERP	About 18th October.
NURNBERG	HAYRE AND HAMBURG	About 24th October.
ANDALUSIA	LONDON, HAMBURG, and ANTWERP	About 30th October.
BABELSBERG	HAYRE AND HAMBURG	About 6th November.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Steward.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., AGENTS.

Hongkong, 2nd October, 1898. [1220]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA	FOR PORTLAND, OREGON,
IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.	OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons.	Captain.	Proposed Sailing.	Steamer	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,698	T. H. Dobson	Oct. 23	MONSHIRE	2,374	W. A. Evans	Oct. 29
GLENGARR	2,751	J. McGillivray	Nov. 1	COLUMBIA	2,654	A. Gow	Nov. 28
VICTORIA	3,187	J. T. Davidson	Dec. 6	A steamer			Dec. 24
TACOMA	2,553	A. Dixon	Dec. 10	MONSHIRE	2,374	W. A. Evans	Jan. 21

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 247.

Excellent accommodation. First class Table. Doctors and Stewards carried. Passengers to EUROPE proceed by one of the Fastest Class ATLANTIC MAIL LINES HONGKONG to NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route HONGKONG to VICTORIA, TACOMA, or PORTLAND, 228.

The best route to the Klondike Gold Fields. Frequent sailings from Victoria, Tacoma and Portland to DRY and ST. MICHAEL.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., General Agents.

Hongkong, 20th September, 1898. [9]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA via NA. (CANAL) About 5th Freight (Passing through GABATI & KOBE) (W. H. Houghton, R.N.R.) October 3 (the Inland Sea)

YOKOHAMA via SHANGHAI, JAPAN About 13th Freight or Passage (Passing through the Inland Sea) J. Chellow, R.N.R. October 10

SHANGHAI CHUAN About 14th Freight or Passage. Oct. 10

LONDON, &c. COLOMBO, LONDON, &c. See Special Advertisement.

YOKOHAMA via NA. (ROBERTA) 15th Freight or Passage (Passing through the Inland Sea) E. P. Bishop October 10

LONDON (ROMONA) 20th Freight or Passage. Oct. 10

For Further Particulars, apply to

H. A. HUTCHESON, Superintendent.

Hongkong, 10th October, 1898. [1]

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	DATE OF LOADING.	TO BE DESTROYED.
LONDON VIA SUEZ CANAL	Antonia	Brit. str.	On 7th inst. at Noon
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 8th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 10th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 12th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 14th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 16th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 18th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 20th inst.
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LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 9th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 11th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 13th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 15th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 17th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 19th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 21st inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 23rd inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 25th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 27th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 29th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 31st inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 1st inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 3rd inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 5th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 7th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 9th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 11th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 13th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 15th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 17th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 19th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 21st inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 23rd inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 25th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 27th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 29th inst.
LONDON VIA SUEZ CANAL	Benjamin	Brit. str.	On or about 31st inst.